CHAPTER 11 KEY POINTS

UDOT's long-term vision for the state highway system extends beyond the 2030 planning horizon. This chapter articulates specific visions for corridor preservation, right-of-way acquisition, and coordinated phasing of alternative transportation modes (especially pedestrian and bicycle considerations). These corridor-specific visions are under development for UDOT Regions 1, 2, 3, and 4.

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Chapter 11
Corridor Visioning

11.1 Overview

11.1

UDOT's long-term vision for the state highway system extends beyond 2030. This chapter articulates specific visions for several major corridors.

This chapter describes a long-term vision for the state highway system's major corridors. This vision extends well beyond the 2030 planning horizon and unlike previous chapters, is based less on data analysis and more on professional judgment and community values. The intent of this vision is to articulate a plan for corridor preservation, right-of-way acquisition, coordinated phasing of alternative transportation modes (especially pedestrian and bicycle considerations), and similar activities that may take decades or even generations to accomplish.

Although it may not be technically or financially feasible to implement all elements of a specific corridor vision when a project is planned, by maintaining this vision each project can be developed so as to not preclude the future addition of crucial elements. Only a few corridors are discussed in this chapter for this version of Transportation 2030, partly to provide a sampling and partly because additional corridor studies are needed to supply data and public input. Additional corridor vision statements will follow in future long-term plans.

Levels of Analysis Used

Because the corridor visioning process is in its infancy in Utah, at least in a formal sense, vision statements are still under development and have had varying levels of input.

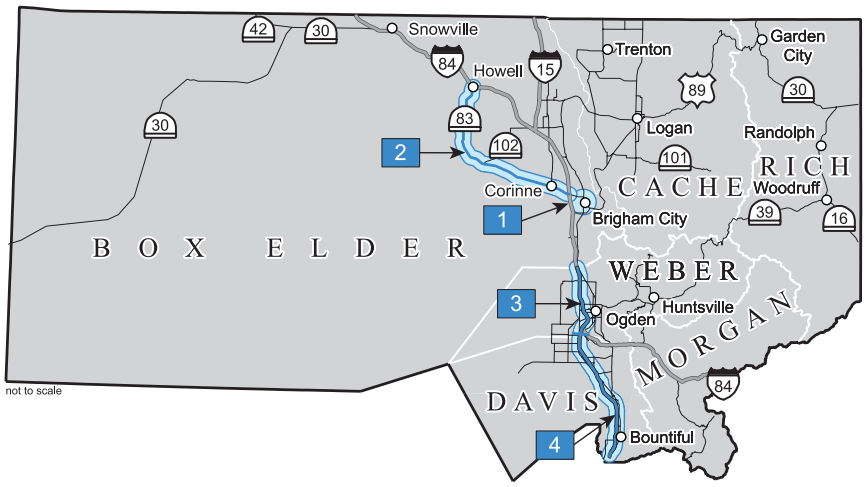
The corridor visions listed as Level 1 Analysis were developed from a full corridor analysis or corridor study, and received considerable input from the public, local governments, and various resource agencies.

The visions listed as Level 2 Analysis were developed mostly internally to UDOT, based on input from the divisions, particularly the regional offices. The regions are most intimately involved with the corridors, communities, resource agencies, issues, and specific corridor context. These vision statements will be refined as corridor assessments and studies are completed.

Level 3 Analysis includes corridor visions defined almost entirely by the UDOT Planning Section. They are based on available data and projections, and professional assessment of projected corridor conditions. As such, they are a starting point for future discussion and will undergo revisions as more information and public input are received.

Future iterations of Transportation 2030 will refine Level 2 and Level 3 corridor visions until all fall within the Level 1 Analysis category. The following sections give a region-by-region summary of corridor visions and planned projects, and indicate current levels of analysis.

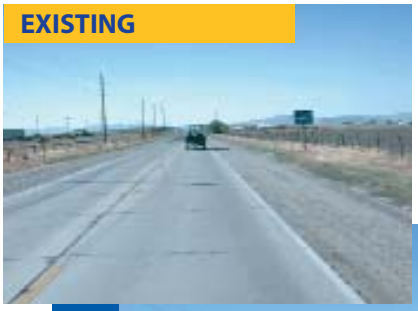
11.2 Region One Corridor Visions



1 SR-13 between Brigham City and SR-83, Corinne (Level 2 Analysis)

Issues to be Addressed:

- Congestion
- Main Street
- 200 South intersection



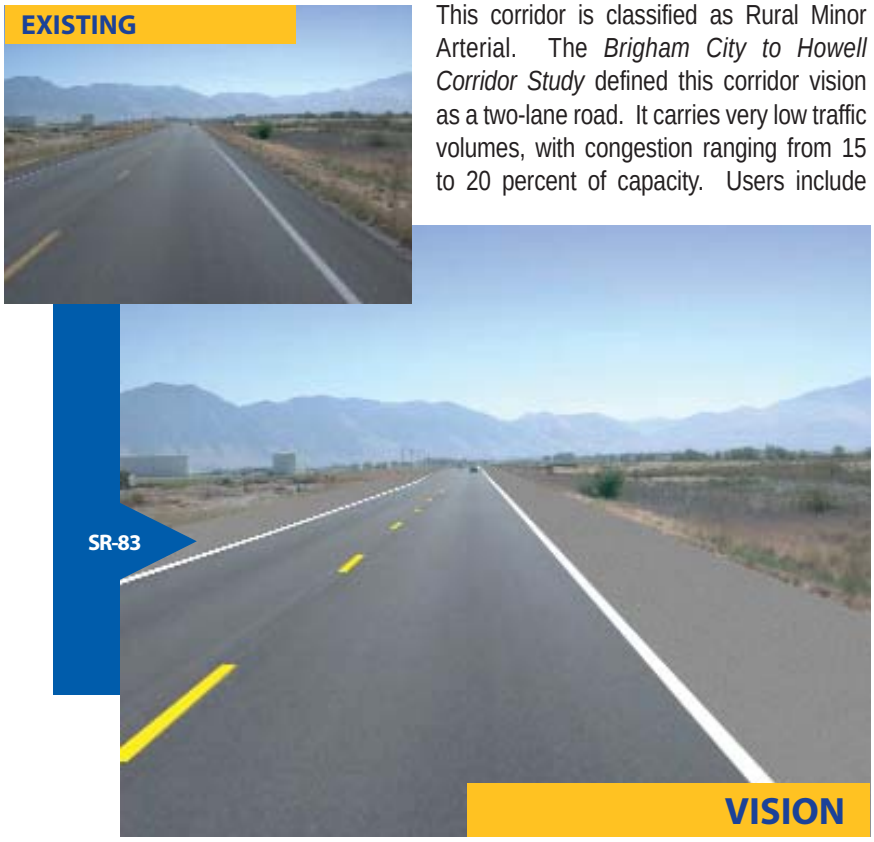
The first section of this corridor, between US-91 and the I-15 interchange, is functionally classified as Urban Principal Arterial. The section between I-15 and the SR-83 junction in Corinne is classified as Rural Minor Arterial. The *Brigham City to*

Howell Corridor Study performed by UDOT in 2002 defined this corridor vision as a scenic, five-lane main street where it passes through Brigham City, then a two-lane

highway from the north end of Brigham City to the I-15 junction. Within the foreseeable future, the northern portion of the corridor could be expected to urbanize as far as the SR-83 junction in Corinne. Right-of-way preservation and access management along this section of the corridor should assume a future five-lane facility with curbs, gutters, and sidewalks between Brigham City and the SR-83 junction.

Brigham City's Main Street is becoming very congested, but there is no room to increase the number of lanes without disturbing the landmark trees lining the highway. As traffic volumes approach capacity, traffic is expected to disperse onto the city street network. Some additional Small Urban Area planning (including modeling) should be performed to verify this assumption. A protected left-turn signal should be installed at the 200 South intersection to reduce the number of crashes.

2 SR-83 between Corinne and Howell (Level 2 Analysis)



This corridor is classified as Rural Minor Arterial. The *Brigham City to Howell Corridor Study* defined this corridor vision as a two-lane road. It carries very low traffic volumes, with congestion ranging from 15 to 20 percent of capacity. Users include Wal-Mart trucks, Thiokol commuters and truckers, Howell residents, farmers, Waterfowl Management Area workers, hunters and gun enthusiasts, and Golden Spike National Monument tourists. The two current issues in this corridor segment pertain to trucks that illegally park on the side of SR-83 and cause dangerous conditions for through traffic, and poor pavement conditions. No significant changes are foreseen for this corridor, except that some shoulders may need to be brought up to current standard widths.

Issues to be Addressed:

- Trucks parking on side of SR-83
- Poor pavement condition

3 I-15 through the Ogden Area (Level 1 Analysis)

Issues to be Addressed:
- Capacity
- Public involvement

This highway is functionally classified as Urban Principal Arterial Interstate. I-15, the Ogden area's major north-south arterial, is a vital link between Ogden and points north and south. It connects with I-84 at the south end of Ogden. The *I-15 from 31st Street to 2700 North in Weber County, Utah* study (Michael Baker, 2003) defined this corridor vision as an eight-lane section from 31st Street to 450 North in Ogden and a six-lane section from 450 North to 2700 North in Ogden. The study has gone through many public involvement steps and the corridor vision includes much of the input given by the public.

4 Davis County Transportation Corridor (Level 1 Analysis)

Issues to be Addressed:
- Growth
- Capacity
- Intermodal connections

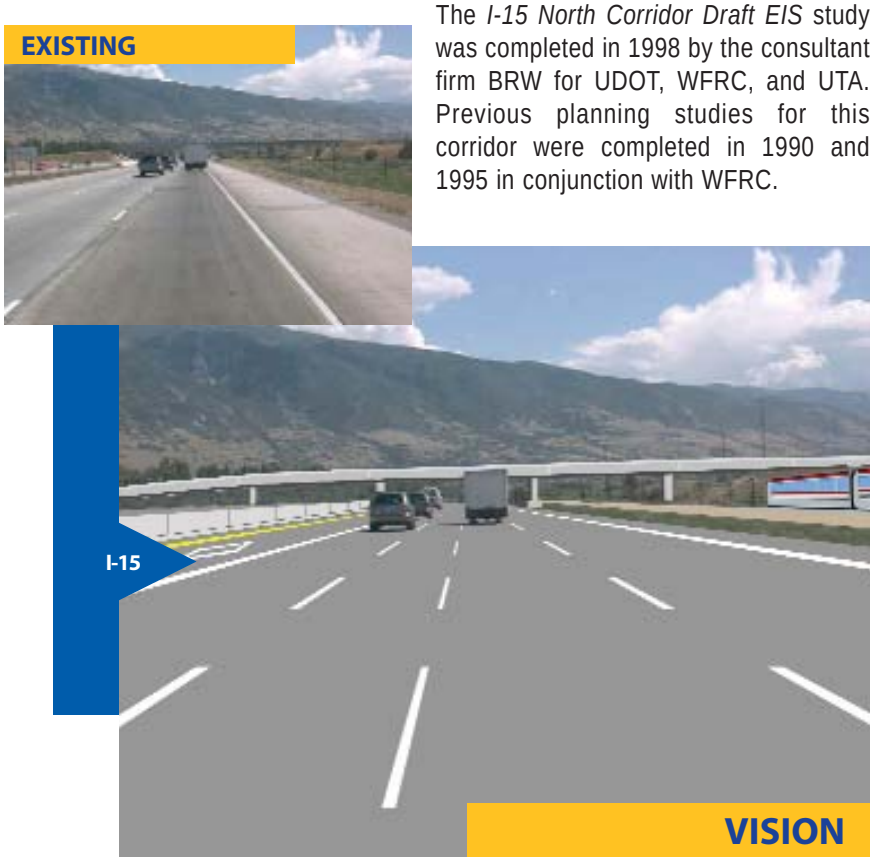
I-15 is the major high-speed north-south highway facility within Davis County. This corridor is extremely important for serving the mobility needs of the State of Utah and Davis County. The I-15 corridor through Davis County provides the main highway access between the Salt Lake City area and northern portions of the state. The critical importance of this corridor is expected to continue in the foreseeable future.

Due to Davis County's high growth rate over the past decade, traffic projections for I-15 through this area are expected to exceed current capacity within the next ten years. A future multimodal system is currently envisioned for this key transportation corridor:

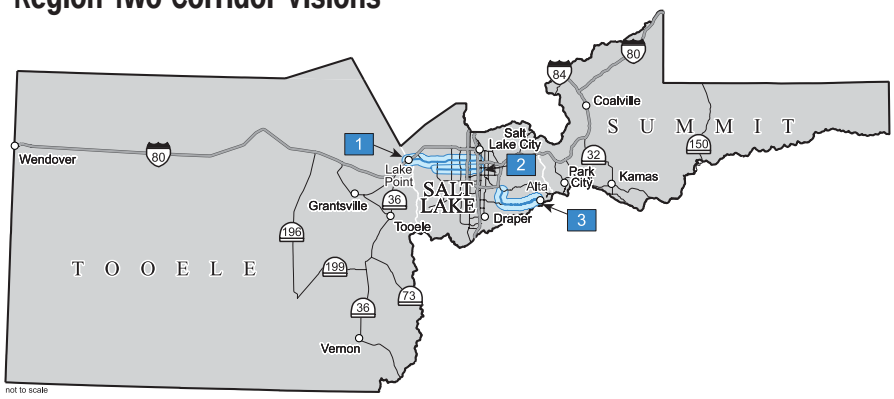
- There is a plan to widen I-15 to ten lanes, including four general-purpose lanes and an added High-Occupancy Vehicle (HOV) lane in each direction. Each of the interchanges throughout the corridor will also need to be upgraded or replaced.

- To complement the addition of highway capacity to I-15, a commuter rail project that would run between Ogden and Salt Lake City is currently being considered. Intermodal centers, Park-and-Ride lots at strategic locations along the corridor, and enhanced bus service will also be implemented as part of the overall system solution.
- Construction of the new Legacy Parkway bypass highway will support the multimodal strategy. A separate highway from I-15, this facility will include two additional general-purpose traffic lanes in each direction (helping reduce daily commute congestion) and a nature parkway for protection of the natural environment. Additionally, it will provide an alternative for I-15 traffic in the event of a major emergency.
- Various ITS projects are also planned to enhance the freeway system's future operations (e.g., Closed-Circuit Television, Road Weather Information Systems, Variable Message Signs, Transportation Management Systems, ramp metering, and communications connections).

Several planning studies that have addressed transportation demand and potential solutions along this corridor help to define the corridor vision. The *Commuter Rail Environmental Impact Study from Ogden to Salt Lake City* (Michael Baker, Inc.) began in 2002 and will continue throughout the current year. The *I-15 North Corridor Draft EIS* study was completed in 1998 by the consultant firm BRW for UDOT, WFRC, and UTA. Previous planning studies for this corridor were completed in 1990 and 1995 in conjunction with WFRC.



11.3 Region Two Corridor Visions



1 SR-201 between I-80 at Lake Point and I-15 (Level 2 Analysis)

Issues to be Addressed:

- Interchange access
- Freight and commuter travel

SR-201 is functionally classified as a Principal Arterial Expressway between I-80 at Lake Point and I-15 at 2100 South. This corridor parallels I-80 and connects to I-15 about three miles south of I-80. It is a primary freight corridor, passing through a large industrial area and also serves as a major commuter corridor for Tooele County and western Salt Lake County. The roadway is one lane in each direction between Lake Point and SR-202, and two lanes in each direction between SR-202 and the Jordan River.

The SR-201 segment between the Jordan River and I-15 was reconstructed as part of the I-15 Reconstruction Project, completed in 2001. No additional changes to that segment are foreseen.

At the time Transportation 2030 was being completed, UDOT was preparing a draft Environmental Assessment (EA) for the SR-201 segment between 5600 West and the

Jordan River. The draft EA envisioned this corridor section as having three lanes in each direction and a collector-distributor system on both sides of the expressway between 3200 West and Redwood Road. This vision was phased through 2030, using WFRC's traffic model.

As development on the west side of Salt Lake Valley and in the Tooele Valley continues, the demand for access on SR-201 will increase. Beyond 2030, it is reasonable to expect that the corridor will need to have three lanes in each direction between Lake Point and 5600 West. At-grade intersections will need to be eliminated and replaced with interchanges. If allowed at one-mile spacing, new interchanges would be appropriate at SR-202 and SR-111 and at approximately 7200 West, 6300 West, and 4800 West. A combined interchange will be needed at 5800/5600 West to accommodate the Mountain View Corridor, formerly known as the Western Transportation Corridor and identified in WFRC's Long-Range Transportation Plan. Frontage roads may also be appropriate in certain sections, particularly along the south shore of the Great Salt Lake where there are currently several driveway accesses.

2 3500 South (SR-171) between 8400 West and I-215 in the Salt Lake Valley (Level 3 Analysis)

The section of 3500 South from 8400 West in Magna to Redwood Road in West Valley City is currently undergoing a needs assessment and environmental study. It is currently an arterial with a variety of lanes, ranging from two to six lanes along the corridor. The road also functions as the Main Street for West Valley City and provides a high level of business access. Combined with growing traffic, this will develop into failing operational conditions along the corridor in the future (some intersections currently experience failing conditions). 3500 South is also a very successful transit corridor, with one of the highest ridership routes in the UTA system.

Issues to be Addressed:

- Capacity
- Business access
- Transit

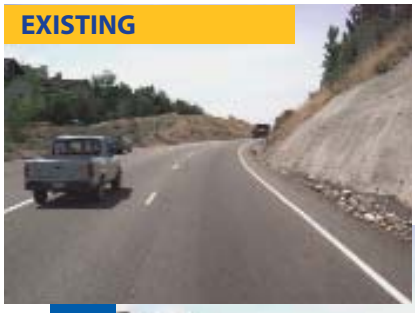
Although the vision for 3500 South is still under analysis with the current environmental process, several elements stand out for the future corridor vision, based on public input and technical analysis:

- Pedestrian and bicycle improvements
- Safety improvements
- Capacity improvements
- Transit improvements
- Visual enhancements
- Business and residential compatibility

The study process will determine the extent of these improvements by fall 2003.

3 SR-210 (Wasatch Boulevard and Little Cottonwood Canyon Road) between SR-190 at Big Cottonwood Canyon and Alta (Level 3 Analysis)

Issues to be Addressed:
- Bicycle lanes
- Capacity



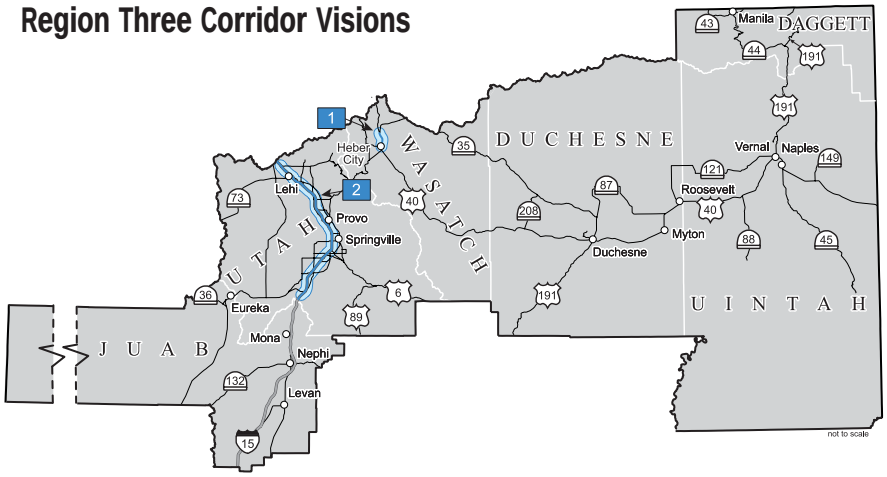
This highway is functionally classified as Urban Other Principal Arterial along Wasatch Boulevard and Urban Minor Arterial along Little Cottonwood Canyon Road. Wasatch Boulevard is a major north-south connector on the eastern edge of the valley. Little

Cottonwood Canyon Road is primarily a recreational access road for skiing, camping, rock climbing, hiking, running, cycling, and the resorts. It also provides limited residential access at the mouth of the canyon and to the towns of Alta and Snowbird. Traffic volumes are relatively high. Speeds are posted within the canyon at 30 mph, but motor-vehicle speeds (unmeasured) appear to be closer to 50 mph. A high volume of bicyclists and runners use the corridor. Snow slides often block the road for short periods during the winter season.

In addition to a five-lane improvement for motor vehicles, the Wasatch Boulevard section should eventually be widened to add bike lanes. This would likely require extensive

retaining walls just south of Big Cottonwood Canyon. The Little Cottonwood Canyon Road section should also be improved to handle increasing bicycle traffic, although an off-street bike path may have less of an environmental impact and provide a greater safety margin than on-street bike lanes.

11.4 Region Three Corridor Visions



1 US-40 between SR-32 and Heber City (Level 1 Analysis)

This three-mile section of the US 40 corridor is functionally classified as Rural Other Principal Arterial. It was reconstructed and widened to four lanes in 1998. Shoulder widths were brought to current standards and accommodate disabled vehicles and

commuter cyclists. The median is currently a two-way continuous left-turn lane and the corridor's speed limit is 55 mph. This section of US-40 is unique in that it connects a northern 65-mph, limited-access freeway section to Heber City's Main Street section to the south, which operates at 35 mph.

Issues to be Addressed:

- Interchange access
- Grades
- Speed

UDOT Region 3 is currently producing an Environmental Assessment for a proposed interchange for the SR-32/River Road intersection. A signal was installed at this intersection before the 2002 Winter Olympic Games to service traffic going to cross-country events at Soldier Hollow. The signal is operating below capacity, but does present safety concerns due to the fact that the north and east approaches have a significant down grade. The safety and operation of this intersection will be closely monitored to determine its best configuration.

Many developments are planned along the east side of the corridor, including a satellite campus for Utah Valley State College. These developments will add driveways and a significant amount of traffic to the highway. UDOT's Planning Section facilitated meetings with Wasatch County, city mayors, and other local government officials to discuss this corridor's future. These discussions showed overwhelming support for maintaining the highway as a high-speed, high-capacity facility. Access control through the corridor will play a major role in maintaining its capacity and safety. Future corridor planning will focus on consolidating driveways, improving safety, and strategically locating driveways. The projected needs of local bicyclists and pedestrians will need to be part of those discussions.

2 I-15 Utah County (Level 1 Analysis)

Issues to be Addressed:

- Commerce
- Growth
- Capacity
- Interchanges
- Intermodal connections

The I-15 corridor is the primary high-speed north-south highway within Utah County. It also provides a major north-south connection through California, Nevada, Utah, Idaho, and Montana. It was recently designated as a Canada-Mexico Highway (CANAMEX) and is a designated trade route between Canada, the United States, and Mexico.

In addition to serving as a statewide, national, and international corridor, I-15 is extremely important for serving Utah County's mobility needs. The I-15 corridor through Utah County provides the main highway access between the Salt Lake City

area and central and southern portions of the state. It is expected that the critical importance of this corridor will continue through the foreseeable future.

Due to rapid growth in Utah County, the traveling public's demands on I-15 have increased significantly within the past ten years. Projections of continued growth indicate a potential doubling of traffic using I-15 within the next 30 years. The I-15 freeway currently consists of three lanes in each direction and 21 interchanges. The following improvements have been recommended to accommodate the expected traffic growth:

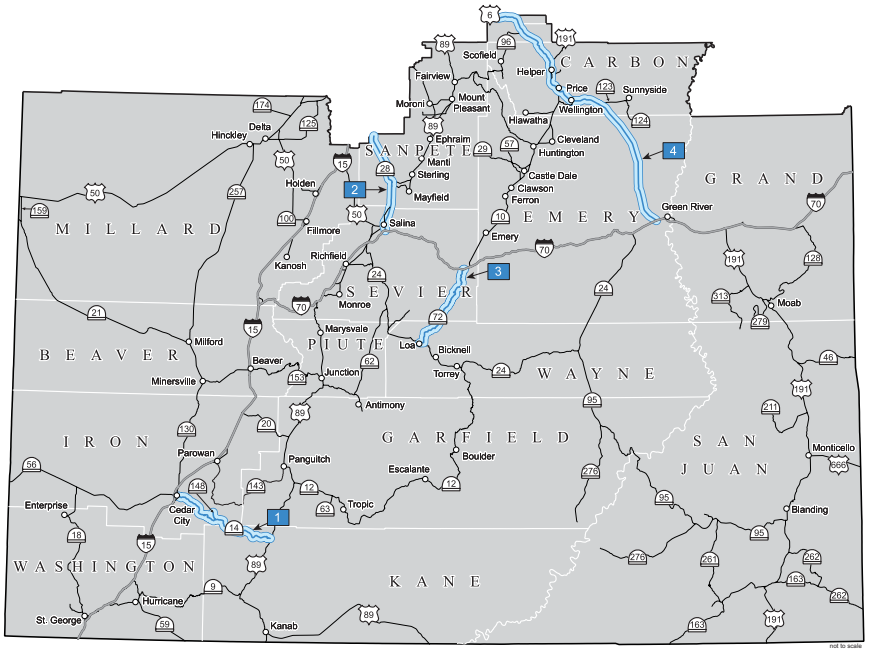
- Widen the freeway from six to eight general-purpose lanes and a single HOV (High Occupancy Vehicle) lane from the Salt Lake County line southward to the University Parkway interchange in Orem
- Widen the freeway from six to eight general-purpose lanes from the University Parkway interchange past the SR-6 connection in Spanish Fork
- Widen the freeway from four to six general-purpose lanes from the SR-6 connection south to Exit 252 in Payson. Right-of-way should be retained throughout Utah County for possible future development between Payson and Nephi
- In addition to freeway widening, nearly all existing interchanges (with the exception of the newly-built University Parkway, University Avenue, and Pleasant Grove interchanges) will need to be improved and/or replaced
- New interchanges have been recommended at five locations. Two of these could be replaced by what has been termed a "collector-distributor system" through the Provo-Orem section of I-15

In addition to mainline improvements on I-15, it is expected that connections and accommodation for other transportation modes will be considered. The following multi-modal projects are currently being considered:

- Commuter Rail from Salt Lake to Payson
- Bus Rapid Transit system between Utah Valley State College in Orem and Brigham Young University in Provo
- Widening existing east-west crossings to accommodate pedestrian and bicycle traffic, to be done in coordination with freeway reconstruction
- A new interchange and crossing at 800 South in Orem between the Utah Valley State College east and west campuses
- Park-and-Ride lots at strategic locations along the corridor
- Passenger intermodal centers in Provo and Orem connecting rail, pedestrian, and transit systems
- Several ITS projects to enhance the freeway system's future operations (Closed-Circuit Television, Road Weather Information Systems, Variable Message Signs, Transportation Management Systems, ramp metering, and communications connections)

This vision was defined in the *Utah County I-15 Corridor Management Plan* study (Carter-Burgess, 2002), completed for UDOT, MAG, and UTA. Additional corridor studies include the *Inter-Regional Corridor Alternatives Analysis* (Carter-Burgess, 2002), the *ITS Deployment Plan* (TransCore, 2003), and the *ITS Communications Study* (TransCore, 2001).

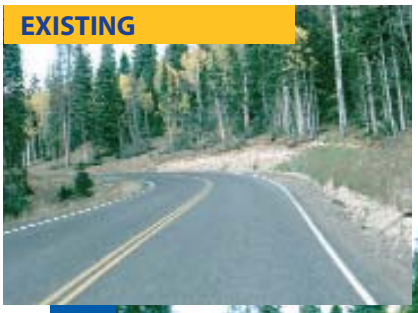
11.5 Region Four – Cedar City District Corridor Visions



1 SR-148 and SR-14 between Cedar City and Long Valley Junction (Level 3 Analysis)

Issues to be Addressed:

- Scenic value
- Seasonal traffic
- Bicyclists
- Livestock



This corridor is mostly classified as Rural Minor Arterial, although there are short segments of Urban Other Principal Arterial and Urban Minor Arterial in Cedar City. The *Cedar Breaks Corridor Study* (UDOT, 2002) defined this corridor vision as a two-

lane scenic byway. It serves mainly as a recreational corridor for Cedar Breaks National Monument, Navajo Lake, and Dixie National Forest, but also serves the logging and livestock industries. The route is closed at higher elevations during the winter. An existing off-street bike path starts at the mouth of Coal Creek Canyon and connects to the Cedar City trails network.

Congestion is low, but the crash rate is higher than would be expected for this type of roadway. Tight curves, rock falls, and unexpected intersections are the main reasons for high crash rates.

Because of the trail system and the university in Cedar City, there is potential demand for extending the trail higher into the canyon. This could include a link to the Brian Head resort, where there is a high level of cycling activity.

11.6 Region Four – Richfield District Corridor Visions

2 US-89 between Salina and Gunnison and SR-28 between Gunnison and Nephi (Level 1 Analysis)

The 16-mile US-89 section of this corridor is classified as Rural Principal Arterial. The *Salina to Nephi Corridor Study* (UDOT Planning and Region Four, 2001) defined this corridor vision as a two-lane road, except for a four-lane

section in Salina that was recently reconstructed in 2002. This corridor serves the communities of Salina, Redmond, Centerfield, and Gunnison. These communities include an airport, the coal industry, the Redmond salt mine, other trucking industries, farms and ranches, and recreation areas. Traffic volumes range between 1 and 20 percent of capacity. Issues in this corridor include coal truck impacts on safety and pavement conditions, school bus loading areas, the need for passing lanes, and deficient shoulder widths.

Issues to be Addressed:

- Coal hauling
- Passing lanes
- Shoulder width

Some road widening projects were suggested in the *Salina to Nephi Corridor Study* due to coal hauling issues, but recent discussions indicate that the coal haul could be shifted to railroad if the Central Utah Rail Project were completed. This would drastically lower the need for additional lanes, although passing lanes should still be considered due to slow-moving vehicles in the corridor (e.g., tractors and other heavy farm equipment). Regardless, shoulders should be widened to bring them to current standards.

3 SR-72 between I-70 and SR-24, Loa (Level 3 Analysis)

This highway is functionally classified as Rural Major Collector. It has very low volumes, relatively low speeds, and serves primarily for grazing and recreational access to Fishlake National Forest. At its southern end, it is the only access between the agricultural communities of Fremont and Loa. The corridor vision is to continue in its current state as a two-lane rural highway, except that shoulders should be widened to current standards to provide a greater margin of safety, especially for bicyclists. However, bicyclists are fewer in number at this time compared with other rural highways. Sidewalks should be considered in town, particularly where school children walk to school or access bus stops.

Issues to be Addressed:

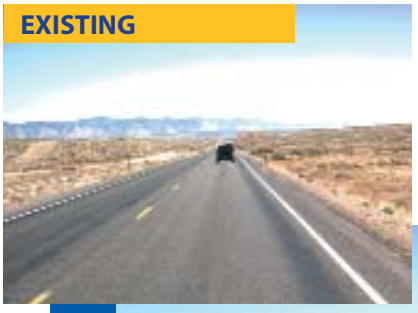
- Shoulder width
- Sidewalks in town
- Access

11.7 Region Four – Price District Corridor Visions

Issues to be Addressed:

- Safety
- Public input

4 US-6 between Spanish Fork and Green River (Level 1 Analysis)



This highway is functionally classified as Urban Principal Arterial in Spanish Fork and Price, and as Rural Principal Arterial along the remainder of its length. The *US-6 Safety Study* (HDR Engineering, 2002) defined this corridor vision as a four-lane, divided facility.

Public comments received during the Environmental Impact Statement process will help determine if this vision is compatible with the values of the communities and other interest groups along the corridor.